

**Meeting Summary
Bicycle and Pedestrian Advisory Committee Meeting
February 16, 2011**

Subject:	Bicycle and Pedestrian Advisory Committee (BPAC) Meeting	Meeting Date:	February 16, 2011
Participants:	David Boski, Chair Dave Carter, Vice Chair Natalie Bettger, NCTCOG Deb Humphreys, NCTCOG Karla Weaver, NCTCOG BPAC Members, BPAC Partners, and NCTCOG Staff	Location:	NCTCOG Transportation Council Room
		Time:	3:15 pm

MEETING PURPOSE: 2011 BPAC Term and Schedule, Bike Fort Worth Implementation, Mesquite-Garland-Richardson Bikeway

DISCUSSION ITEMS:

1. Welcome and Introductions – Chair, David Boski
David Boski welcomed attendees and thanked Renee Burke-Jordan for her hard work as immediate past Chair. He asked everyone in the room to introduce themselves.
2. 2011 BPAC Term and Schedule – Deb Humphreys
Deb Humphreys asked attendees to review the roster (Reference Item 1) to confirm or correct contact information. She noted that several agencies do not currently have representation on the Committee. 2011 meeting dates, locations and webinars have been confirmed, and a schedule was provided as Reference Item 2.
3. Events and Training – Dave Carter
Dave Carter announced upcoming webinar and training opportunities (Electronic Reference Item 1). He noted several free and fee webinars including APBP's "Highway Safety Manual" on March 16, and "Integrating Bicycles with Streetcars" on April 20, 2011. Additional opportunities included Safe Routes to School "Ways to Involve Law Enforcement in Safe Routes to Schools" on February 22, 2011, and Easter Seals Project Action "Planning for the Accessibility of Livable and Sustainable Communities" on March 9, 2011. The National Bike Summit is scheduled for March 8-10, 2011 in Washington, D.C. The TexITE Spring 2011 Meeting is scheduled for March 24-26 in Fort Worth. Bicycle/Pedestrian Planning and Design is one session at the Meeting. Congress for the New Urbanism (CNU) will hold their conference on June 1-4, 2011 in Madison, WI. The 3rd Safe Routes to School National Conference is scheduled for August 16-18, 2011 in Minneapolis, MN. NCTCOG is hosting FHWA Pedestrian Safety Workshops from March 1-4, 2011. Registration is available on-line.
4. Bike Fort Worth Implementation – Julia McCleary
Julia McCleary, City of Fort Worth Senior Planner, presented on this project (Electronic Reference Item 2). The focus of implementation was lessons learned and

some of the design elements being worked on with specific projects in the downtown Fort Worth area. Fort Worth recently adopted a bike parking ordinance requiring bike racks be installed with all new development. The City Council was also considering a safe passing ordinance which provides a minimum three feet passing distance for vulnerable road users. The downtown project is funded through a Department of Energy (DOE): Energy, Efficiency and Conservation Block Grant (EECBG). This project received \$380,000 from an overall \$6.7 million grant. This will fund 10.6 miles of on-street bike facilities, which is a combination of shared routes and bike lanes, and also funds the installation of 250 bike racks with the funds. The DOE Program goals made the funds eligible for programs which were designed to reduce fossil fuel emissions and improve the energy and efficiency of the transportation system. A map was presented that denoted by color the shared routes, current bus only lanes, which will be converted to bus/bike lanes, current bike lanes, and future road diet projects (removing a travel lane to add a bike lane and/or street parking).

When installing bike racks in a downtown area, several factors had to be taken into account, including installation on private property, Historic Preservation requirements, transit, destination and workplace locations, and pedestrian/ADA clearances. Downtown Fort Worth has to maintain a seven foot minimum clear zone. Community input was sought as to where bike racks should be installed.

On-street design focused on the comprehensive network to connect destinations and transit. Balance was sought to meet needs of all users in design: vehicles, pedestrians, people with disabilities, and bicyclists. Retrofitting old roadway infrastructure was also considered.

Lessons learned included realizing that striping contractors and city inspectors are not familiar with standards of bicycle facilities. They are not familiar with reading detailed plans. Public involvement and stakeholder involvement are key to putting in any kind of infrastructure. The "effective bike lane" defined means the bike lane is not considered part of the gutter; a minimum of five feet excluding the gutter or on-street parking is needed. The lesson was also learned about the importance of using uniform design so that contractors and field inspectors know what to expect.

Q. Could you talk about internal dynamics of coordination with police department on some of the issues, particularly when cyclists may use the full lane? Also, since the initial study did not require a match, what kind of commitment do you have from decision makers for continuation of the bike plan implementation?

A. Regarding coordination with police, specifically the downtown Fort Worth Police Department has a different philosophy. Bike patrol and security guards typically ride on sidewalks because they are riding their bike as a pedestrian; they want to be with people. That has been a touchy struggle. Regarding funding, one item Julia would like to see is the city dedicate a certain percentage of planning infrastructure funds from bond programs be used for bicycle facilities when planning infrastructure needs for the whole city programs.

Q. At the beginning of presentation, you mentioned ordinances for developments, particularly requiring bike racks in places of new developments. Is there a performance standard or measurement of number of racks needed per square footage of a building or size or type of land use?

A. It is in Fort Worth's zoning ordinance. The ordinance bases the number of spaces on land use and building size. In that, we give them an incentive that they can reduce their required auto parking by five percent.

Q. Is there a percentage?

A. It is a straight number, something like 0-40 auto spaces is one rack, and up substantially from there.

Q. How did you come up with the number, as far as ratio of bike per parking spaces?

A. We researched a lot of bike parking ordinances around the country and adapted that to specific needs of Fort Worth. Specific needs are some land uses that don't have a minimum parking requirement. Some of the ordinance language had to be newly made up. Some of the major cities used as guides were Austin and Iowa City.

Q. Does downtown Fort Worth not have a restriction about riding bicycles on sidewalks?

A. No, there are no restrictions in Fort Worth.

Q. Regarding the streets where road diets are imposed, do they already have on-street parking?

A. In most cases, no. In some cases there is sporadic parking. The reason we added on-street parking is that there was extra width needed to accommodate certain types of use; on-street parking was used as a way to reduce that need requirement.

Q. You stated you won't be able to use an on-street treatment in some areas of downtown, that you are going to have "Share the Road" signs as an alternative. Are you going to include the "Bike May Use Full Lane" sign with those treatments as well?

A. We haven't looked into that in great detail yet, it is still in the planning stages. The suggestion was offered to consider this, because there is a common misconception that "share the road" means "share the lane". It does not mean the same thing. There may be a lot of conflict in those areas where motorists are trying to share the lane rather than changing lanes if lanes are going to be 11 feet wide.

5. Mesquite-Garland-Richardson Bikeway – Robert Wunderlich and Ann McGinnes (Electronic Reference Item 3) Robert Wunderlich thanked Dave Carter with the City of Richardson and Jerry Dittman with the City of Mesquite for their assistance and support in the planning of this project.

He introduced the Mesquite-Garland-Richardson (MGR) Bikeway, approximately nine miles connecting the three communities. Some of the Bikeway is coincidental in relationship to the Veloweb. Part of the reason for this is to try to pilot several on-street concepts, including shared lane markings, otherwise known as 'sharrows;' bike lanes; wide outside lanes; and context-sensitive, all-user designs.

On low volume wide two lane streets, sharrows will be used to designate bicycle use. On existing four lane undivided roads, the road will be restriped as two lanes with a center turn lane and the outside edges will be striped as bike lanes. Existing four lane divided roads with wide outside lanes will be restriped to a 10 foot inside lane, and a 14 foot shared outside lane, adding signs denoting use with bicycles.

Creeks, freeways, tollways and a state highway are barriers to overcome for bicyclists in this plan. Robert detailed the several barriers along the bikeway and the plans to circumvent them. Some connections along the bikeway include Town East Mall, a DART transit center, Duck Creek Greenbelt, Central Park, Downtown Garland and a new transit-oriented design to integrate and make connections to Winters Park along the Spring Creek Preserve, Breckenridge Park, and Firewheel Town Center.

Ann McGinnis acknowledged her Parks and Recreation counterparts assisting her, Lauren Miller, City of Mesquite, and Mike Massey, City of Richardson. They have been working parallel with transportation staff on making connections between the various trails and greenbelts.

Funding for the bikeway included grant funding from the Congestion Mitigation and Air Quality (CMAQ) Program and Dallas County Regional Toll Revenue (RTR) funds for a total cost of \$2.55 million. On-street facilities only account for \$100,000 of the funds. The bridges and paths are about \$600,000 each.

What are the concerns? Some have expressed the mixing of on-street facilities with off-street trails as not all users are comfortable riding on-street. This may be addressed by using alternate parallel routes intended for the more serious cyclist; the acceptance of on-street concepts, which is a concern by the bicycling and non-bicycling communities; and compatibility with all bike users. Not every facility works for every user. Ways will be sought to accommodate the serious cyclist and the recreational users.

The core concepts are integrating on- and off-street facilities. Transportation planners and parks and recreation planners are working together to make the concept work. On-street treatments will be piloted to test concepts as the plan moves forward to make this a community-wide network. A north-south regional spine is being created, and other cities in the region are being looked at which may also want, at some point, to create similar multi-jurisdictional connections. The bikeway is a way to connect activity centers, including parks, transit, and downtowns.

Q. What was the Council or citizen reaction to having a 10' wide vehicle travel lane?

A. There is nothing written that suggests a 10' lane is not going to work. This concept is for use on low-speed arterials. Standard lane width on a six lane divided arterial is 11'.

Q. On the roads that are 24 feet wide (this is 24 feet in one direction) that would be restriped to four lanes with a 14 foot outside lane and a 10 foot inside lane, can you identify which existing routes these might be? Why would you restripe if volume is so low that you can't justify restriping a somewhat dangerous combination instead of allowing the bicyclist to claim the lane for a short period of time and have vehicles go around them? In other words why not leave it the way it is and designate it as a bike route?

A. That is a different way to do it. We are testing this alternative treatment as a pilot project and will assess conditions at a future point in time.

Q. Have you experienced the same challenges as Julia McCleary mentioned as regarding some of the bike-specific pavement markings, as far as your contractors or inspectors having some challenges with it? This may be a good opportunity for some

training specifically targeted for the people putting down the pavement markings, or watching it being put down.

A. That is part of the reason for the piloting. How difficult is it to do? I am confident that we can take the contractor out to do an example.

Q. Please explain the thought behind the traversable curb on the bridge.

A. The idea is that you do some sort of separation, like a median, while giving space to pedestrians and space to bicyclists along the same route. It won't be unsafe to go between the bike or ped paths, but some crossover is allowed to let bicyclists get to certain viewing areas.

Q. Are there still plans to implement the Tex-Oklahoma Trail?

A. I'm not sure. If it is on the Veloweb then yes, but we can certainly look into it and verify.

Q. There is also a Northeast Texas Trail that connects Farmersville to Hunt County and further northeast.

A. Yes, that is included in the Veloweb, and they are currently working to secure funding to expand the trail. They also applied for the American Recovery and Reinvestment Act (ARRA) Transportation Investment Generating Economic Recovery (TIGER) grant funds, but were not selected.

6. Other Business/ Open Discussion

Karla Weaver asked for topic ideas besides installation and implementation. Max Kalhammer noted that the Dallas Bike Plan may be adopted before the next BPAC meeting, and it would be great to get contractors and engineers educated on restriping and implementation.

A comment was provided that the BPAC meeting not be scheduled on the day of the Ride of Silence in the future. Deb noted that the BPAC schedule is determined in coordination with the Association of Pedestrian and Bicycle Professionals' (APBP) monthly webinars. Karla suggested NCTCOG Staff forward the comment to APBP.